

# CHINA



# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4353. 號四十六月六年七十七百八千一英

HONGKONG, THURSDAY, JUNE 14, 1877.

日四初月五年丑丁

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GUTCH, Ladgate Circus, E.C. BATES, HENDY & CO., 4, Old Jewry, E.C. SAMUEL DRAGON & CO., 160 & 164, Leadenhall Street. NEW YORK.—ANDREW WIND, 133, Nassau Street. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GUTCH, Melbourne and Sydney. SAN FRANCISCO and American Ports generally.—BAX & BLACK, San Francisco. CHINA.—SWANSON, QUINLAN & CAMPBELL, Wilson, Wilson, Nicholls & Co., P.O. Box 100, Hong Kong. HENDERSON & CO., Shanghai. LANE, CRAWFORD & CO., and KELLY & WATSON, Manila, C. HENDERSON & CO., Macao, L. A. DA GRAGA.

## Banks.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars. RESERVE FUND, \$500,000 Dollars.

#### COURT OF DIRECTORS.

Chairman—E. HOPKINS, Esq. Deputy Chairman—F. D. SARNOON, Esq. E. R. BRILLIANT, Esq. WILHELM REINHARD, Esq. W. B. FORBES, Esq. Hon. W. KESWICK, Esq. Ed. TOBIN, Esq. A. MOLVER, Esq.

#### CHIEF MANAGER.

Hongkong, T. THOMAS JACKSON, Esq. Shanghai, E. EVER OAKESON, Esq. LONDON BANKERS.—London and Country Bank.

### HONGKONG.

#### INTEREST ALLOWED

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 4 " " "  
" 12 " 5 " " "

#### LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drifts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, March 29, 1876.

### CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, \$280,000. RESERVE FUND, \$110,000.

## BANKERS.

#### THE BANK OF ENGLAND.

#### THE CITY BANK.

#### THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills Discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

## For Sale.

### FOR SALE.

LANE, CRAWFORD & Co. have just Received an Invoice of COPE, BROTHERS & Co.'s TOBACCOES and CIGARETTES.

Cope's GOLDEN CLOUD.

Cope's BRISTOL BIRD'S EYE.

Cope's SMOKING MIXTURE.

Cope's FEELESS CIGARETTES.

Cope's BOUQUET CIGARETTES.

Cope's FAIRY CIGARETTES.

Cope's FANCY BRILLIANTS.

Cope's WHIFFS.

Hongkong, May 25, 1877. j22

### FOR SALE.

LANE, CRAWFORD & Co. having been Appointed SOLE AGENTS in HONGKONG for the well-known Firm of Messrs M. B. FOSTER & SONS, (CHIEF AGENTS in ENGLAND for Messrs BASS & Co.) are prepared to Supply ALE and STOUT of their Bottling at 88 per Case of 3 doz. quarts, and \$10.50 per Case of 6 doz. pints.

The Superior Quality of this BEER is undoubted, and L. C. & Co. confidently recommend it.

Hongkong, May 28, 1877. j28

## FOR SALE.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS.

Apply to SIEMSEN & Co. Hongkong, June 23, 1876.

## For Sale.

### FOR SALE.

THE IRON SCREW STEAMER "ALBANY."

THE above Steamer was Built in Glasgow in 1872 by Messrs DOBBIE & Co., under special survey of LLOYD'S, and Her MACHINERY AND BOLLER were made by Messrs JAMES HOWDEN & Co., under special inspection. She was constructed to carry a large Cargo on a light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general Repairs in 1876, when New SAILS, RIGGING, and a complete outfit were supplied by the HONGKONG AND WHAMPOA DOCK COMPANY, and in March of the present year her Engines and Boller were thoroughly overhauled.

DIMENSIONS.—Length between Perpendiculars, 170 feet. Beam, 26 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Afting Deck, 7 feet 4 inches.

GROSS TONNAGE.—550 Tons.

CLASS.—Built to Class 100 A at Lloyd's.

RIG.—Brig Rigged.

CARGO CAPACITY.—About 9,000 pints, or 625 tons Measurement (40 feet).

DRAFT.—Light 9 feet; Loaded 12 feet.

SPEED.—Eight knots on consumption of 84 to 9 tons of coals per 24 hours.

BUNKER CAPACITY.—75 tons coals.

CABIN.—Under Afting Deck with saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

## MACHINERY.

ENGINE.—A pair of Howden's patent High and Low pressure Engines of 90 Horse Power nominal; High Pressure Cylinder 26 inches, and Low Pressure Cylinder 45 inches in diameter x Stroke 30 inches.

PROPELLER.—Bessmer Steel of 4 Blades, with One Spare Set of Blades.

WINCH.—One Steam Winch with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11 feet diameter, with 3 Furnaces, tested for a working pressure of 60 pounds.

MORRIS & RAY.

Hongkong, March 29, 1877.

## FOR SALE.

A MARINE ENGINE of 20 Horse Power, Nominal, High and Low Pressure, with Extra Surface Condenser and Tubular Boiler. Consumption, 2 Tons per 24 Hours.

The Engine is quite new; was manufactured by Messrs Matthew Paul & Co., Dumbarton, and is now deposited in the Godown of the late firm of Russell & Sturge, Manila.

Particulars may be obtained on application to

MORRIS & RAY.

Hongkong, March 29, 1877.

## FOR SALE.

HENRIOT & Co.'s CHAMPAGNE, Carte Blanche "Dry."

TH. ROEDERER & Co.'s CHAMPAGNE, Carte Blanche.

JOHN DUNLAP & Co.'s CLARETS and WHITE WINES.

STARUP & KENTISH'S PORTS and SHERRIES.

MOULTON & Co.'s COGNACS, 1, 2, 3 Stars.

BLANCHY FRERES & Co.'s COGNACS.

JUSTUS LEMBEKE & Co.

Hongkong, April 9, 1877. j19

## NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo, pp. 202.—By ERNEST JOHN EITZ, Ph.D. Tubingen.

Price: Two DOLLARS and a HALF.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WATSON, Shanghai.

Hongkong, February 8, 1877.

## Intimations.

### PIANOS, ETC.

TUNED AND REPAIRED, BY A. HAHN, Care of Messrs LANE, CRAWFORD & Co., or Messrs CHAS. J. GAUFF & Co. Hongkong, June 5, 1877. j18

## CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONDS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to Furnish the Underwritten with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.

Hongkong, May 1, 1877. j21

## Intimations.

### NOTICE.

THE DEPARTURE of the Pacific Mail Steamship Co.'s Steamer "ALASKA," is unavoidably POSTPONED to MONDAY, the 18th Instant, at 3 p.m.

RUSSELL & Co., Agents.

Hongkong, June 11, 1877. j18

## Intimations.

SEALED TENDERS will be Received by the Undersigned until Noon on MONDAY, the 18th Instant, for

Extending the Pier in front of H. M. Naval Yard;

Building a Retaining Wall to side of the Nullah;

Sundry Repairs, &c., at H. M. Naval Hospital.

Plans and Specifications may be seen and further information obtained on application.

JOHN BRENNER, Naval Storekeeper.

H. M. NAVAL YARD, Hongkong, June 11, 1877. j18

## Intimations.

TENDERS will be Received at the Offices of the Undersigned until SATURDAY, the 16th Instant, at 4 p.m., for DOCKING, REPAIRING, and PAINTING the British Steamer "W.M. CORES DE VRIES."

Specification of the Work required may be seen on Board on application to the Captain or Chief Engineer.

The Undersigned do not bind themselves to accept lowest or any Tender.

FOOK MOY LOONG & Co., Agents.

48, Bonham Strand West. Hongkong, June 11, 1877. j16

## THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE.

THE Transfer BOOKS of this Company will be CLOSED from the 20th to the 30th Instant, both days inclusive.

By Order of the Board of Directors, OLYPHANT & Co., General Agents.

Hongkong, June 11, 1877. j20

## AFONG, PHOTOGRAPHER.

by appointment, to H. E. SIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG;

and to H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB, HAS on hand the Largest and Best collection of Views of China, Photographs, Albums, Frames, Cases, &c., of assorted sizes. Ex S. S. Radnorshire a supply of very handsome Royal Albums of Russia and Velvet Covers, assorted sizes. Illuminated Albums for Portraits. Tobacco Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gilt Mountings for Frames, &c.

Hongkong, March 28, 1877.

## DENTAL NOTICE.

ON and after the 28th of May, Dr. STOUT'S Consulting and Operating ROOMS will be on the Ground Floor of the HOTEL DE L'UNIVERS.

Hongkong, May 26, 1877.

## NOTICE.

LONDON & ORIENTAL STEAM TRANSIT INSURANCE CO.

THE BUSINESS of this Company has This Day been transferred to THE MARINE INSURANCE CO., of 20, Old Broad Street, LONDON.

By Order of the Proprietors, WILLIAM HUNT, Secretary.

137, Leadenhall Street, LONDON, 1st January, 1877.

THE MARINE INSURANCE CO. 20, Old Broad Street, LONDON, 1st January, 1877.

ESTABLISHED 1866.

CAPITAL, £1,000,000 STERLING.

RESERVE FUND, £ 840,000 "

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE CO. has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT CO., and has Appointed Mr. A. McIVER as its AGENT in Hongkong.

By Order of the Board of Directors, ROBERT J. LODGE, Manager.

THE Undersigned is prepared to Accept Risks and Issue Policies on behalf of the MARINE INSURANCE CO. by any First Class Steamer.

A. McIVER, Agent of the Marine Insurance Co. of London.

Hongkong, February 15, 1877. j21

## Intimations.

### WANTED.

A MATRON for the LOOK HOSPITAL. One who can Speak English and Chinese. Preferred. Salary \$30, and Quarters.

With the Applications Certificates should be sent to the Colonial Surgeon.

Govt. Civil Hospital, June 11, 1877. j18

## WANTED TO HIRE.

A BABBLER, not connected with any large Company, who can mind his own Business, and let the affairs of the Small Fish alone. A Good Salary will be paid to any Person, feeling himself qualified to fill the situation.

Apply to ANTI P. Y. N. I. O. P. B.

Hongkong, June 13, 1877. j16

## Auctions.

### GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya Central, on

FRIDAY, the 15th June, 1877, at Noon,—

ELECTRO-PLATED CRUET STANDS, Tea Sets, Cake Baskets, Butter Dishes, Sardine Boxes, Ear-rings, Brooches, Bracelets, Cotton Socks, and Stockings, Tooth Brushes, Butcher's Knives, Cork-borers, Watch Glasses, Spectacles, Cash Boxes.

Jams, Jellies, Mustard, Tart Fruits, Cheese, Condensed Milk.

Also, 5 casks Soda Crystals.

20 cwt. White Zinc.

20 cases Old Tom.

Terms of Sale.—Cash before delivery in Mexican Dollars, weighed at 7.1.7.

The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, June 12, 1877. j15

## PUBLIC AUCTION.

OF ENGLISH AND COLONIAL-MADE HOUSEHOLD FURNITURE, AND A SPLENDID GRAND CONCERT PIANO.

THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY, the 16th day of June, 1877, at 2 p.m., at No. 6, Chancery Lane,—

The whole of the HOUSEHOLD FURNITURE of a Gentleman leaving the Colony, Consisting of: English-made Covered Couches and Chairs, Drawing-room Marble-top Centre and Side Tables, Engravings, Curtains.

Dining Table, Whatnots, Side Boards, Chairs, Dinner and Dessert Services, Plated and Glass-ware, Bedsteads, Wardrobes, Chest of Drawers, Marble-top Washstands, Toilet Tables and Glasses, Cheval Glass, &c., &c.

Also, A Grand Concert PIANO, in splendid condition; by COLLARD & COLLARD, late the Property of the "City Hall."

See Catalogues.

Terms of Sale.—Cash before delivery in Mexican Dollars, weighed at 7.1.7.

All Lots with all faults and errors of description, at Purchaser's risk on the fall of the hammer.

J. M. GUEDES, Jr., Auctioneer.

Hongkong, June 4, 1877. j16

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

MONDAY, the 18th June, 1877, at 3 o'clock p.m., at his Sales Rooms, Queen's Road,—

The Horse "KATAMARANG," lately the property of Sir Arthur Kennedy. Has carried a Lady, and has been in harness. Height, 15 hands 11 inches.

A nearly new SIDE SADDLE, by Jenkinson; with Victoria Stirrup and India Weymouth Bridle.

A Japanese PONY. Height, 14 hands 2½ inches.

A nearly new SADDLE, complete, by Jenkinson; with India Weymouth Bridle.

Can be seen at Messrs Williams and Kennedy's Livery Stables.

And, An English-made TRAP and HARNESS, complete.

A PONY, SADDLE and BRIDLE. The Property of an Officer leaving the Colony.

Terms of Sale.—Cash before delivery in Mexican Dollars, weighed at 7.1.7.

All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.

Hongkong, June 13, 1877. j18

## Auctions.

### PUBLIC AUCTION.

THE Undersigned has received instructions from Miss MAY RICHARDSON, to sell by Public Auction, on

TUESDAY, the 19th June, 1877, at 2 o'clock p.m., at Nos. 7 and 9, Gage Street,—

The whole of her HOUSEHOLD FURNITURE, &c., Comprising:—

Green and Crimson Rep Covered Drawing-room Suites, Oil Paintings, Engravings, Gilt Framed Pier Glasses, Carpets, Hearth Rugs, Marble-top Tables, Window Cornices and Fringes, Fancy Ornaments, &c.

Green Rep Covered Dining-room Suite, Sideboard, Whatnots, Dinner, Dessert and Tea Sets, Glass-ware, Plated-ware, Statuettes and Extension Dining Table.

Gasaliers and Gas Brackets.

Crimson and Green Rep Covered Bedroom Suites, Lady's Teakwood Wardrobes, English-made Marble-top Bureaus with Glass, Marble-top Washstands and Toilet Tables, Cheval Glass, Toilet Glasses, American-made Bedsteads, with Spring Mattresses, &c.

A Cottage PIANO, by Collard and Collard.

One Cottage PIANO, by Lunau, Lubbeck.

And, One American Cooking Range.

Catalogues will be issued, and the whole to be on view on and after Monday, the 18th Instant.

Terms of Sale.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.

Hongkong, June 13, 1877. j19

## Shipping.

### STEAMERS.

FOR MANILA (DIRECT.) The Spanish Steamship "FALG," YZAURETA, Master, will have immediate despatch as above.

For Freight or Passage, apply to REMEDIOS & Co., Agents.

Hongkong, June 9, 1877.

### FOR SHANGHAI.

The German Steamship "ALTONA," MILLER, Master, shortly expected from SINGAPORE, will receive immediate despatch as above.

For Freight or Passage, apply to WM. POSTAU & Co., Agents.

Hongkong, June 9, 1877.

### Sailing Vessels.

FOR LONDON. The A 1 British Bark "ROBERT HENDERSON," JUNK, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, June 11, 1877.

### FOR NEW YORK.

The A 1 British Ship "LANNAN LA W," ROBERT GREGG, Master, will load here, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, June 2, 1877.

### FOR SAN FRANCISCO.







SUPPLEMENT  
TO THE  
CHINA MAIL.

HONGKONG, THURSDAY, 14th JUNE, 1877.

Merchant Vessels in Hongkong Harbour.  
Exclusives of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.

Section.

5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers</b>								
Alaska	3 h	Howard	Amer. str.	4011	June 10	P. M. S. S. Co.	Yama & S. Fisco	Mails
Argyll	5 h	Scott	Brit. str.	1271	June 4	Jardine, Matheson & Co.	S'pore, Calcutta, &c.	16th, 3 p.m.
China	5 c	Ackermann	Ger. str.	648	June 14	Siemssen & Co.	Shanghai	To-morrow
Chinkiang	4 h	Orr	Brit. str.	798	June 7	Siemssen & Co.	Australian Ports	16th, 2 p.m.
Dale	2 h	Thompson	Brit. str.	645	June 18	Yuen Fat Hong	Bangkok	Cleared
Duna	3 h	Steele	Brit. str.	852	May 23	Gilman & Co.	Yokohama	MoD's Slip
Emoy	4 c	Blanco	Span. str.	222	June 3	Remedios & Co.	.....	.....
Flintshire	4 c	Thomas	Brit. str.	1243	June 13	A. McQ. Heaton	Shanghai	To-morrow
Hooibung	4 c	Petersen	Chi. str.	850	June 13	C. M. S. N. Co.	Amoy & Taiwan	To-day
Holyrood	4 c	McVicar	Brit. str.	333	June 11	Vogel, Hagedorn & Co.	S'pore, Calcutta, &c.	16th, 3 p.m.
Japan	5 h	Smith	Brit. str.	1865	June 5	David Sassoon, Sons & Co.	.....	.....
Java	2 c	Weber	Dut. str.	886	June 10	Wm. Pastau & Co.	.....	.....
Kashgar	5 c	Baker	Brit. str.	1514	June 14	P. & O. S. N. Co.	Europe, &c.	Mails, 16th
Malacca	5 c	Edmond	Brit. str.	1044	June 18	P. & O. S. N. Co.	Yokohama	Mails
Nankin	5 c	Grace	Brit. str.	2480	June 14	Siemssen & Co.	Shanghai	.....
Pasig	1 h	Ysanvietar	Span. str.	106	June 9	Remedios & Co.	.....	.....
Rajanathamur	3 h	Hopkins	Brit. str.	933	June 6	Yuen Fat Hong	Bangkok	To-morrow
State of Louisiana	4 c	Johnston	Brit. str.	1216	June 9	Jardine, Matheson & Co.	.....	.....
Taiwan	5 h	Young	Brit. str.	408	June 11	Douglas Lapraik & Co.	Amoy and Tamsui	To-day
Thales	5 h	Coles	Brit. str.	820	May 29	Douglas Lapraik & Co.	.....	K'loong Dock
Washit	5 h	Hunter	Brit. str.	265	June 9	Landstein & Co.	Soihow	.....
W. Cores de Vries	2 h	Welner	Brit. str.	334	June 4	Hok Moh Leong	.....	.....
<b>Sailing Vessels</b>								
Amazi	4 k	Hill	Brit. bge.	468	June 4	Adamson, Bell & Co.	.....	.....
Antioch	2 c	Hemingway	Amer. bge.	986	June 9	Russell & Co.	.....	.....
Breast	3 c	Timpe	Ger. bge.	350	June 5	Wieler & Co.	.....	.....
Brennero	4 k	Buzzolini	Ital. bge.	784	June 5	Carlowitz & Co.	.....	.....
Brown Brothers	1 c	Goodell	Amer. sh.	1493	June 9	P. & O. S. N. Co.	.....	.....
Canas	8 h	Manson	Brit. sh.	840	May 21	Order	.....	.....
Caribou	7 h	Lindsay	Brit. bge.	689	June 5	Order	.....	.....
Cheng Soon	2 h	Cheng Sang	Siam. sch.	200	April 30	Chinese	.....	.....
Chinaman	7 h	McKenzie	Brit. bge.	690	May 21	Douglas Lapraik & Co.	.....	Wanchai Pier
Deephne	7 h	readrup	Brit. sh.	954	June 13	Meyer & Co.	.....	Jardine's Slip
Daphne	.....	Lelionnais	Fch. bg.	327	May 28	Order	.....	.....
Diamant	4 k	Ackermann	Ger. bge.	296	June 5	Wm. Pastau & Co.	.....	.....
Echo	4 k	Tozer	Brit. bge.	369	June 5	Wm. Pastau & Co.	.....	.....
Fifehire	2 c	Ness	Brit. sh.	750	May 24	Russell & Co.	.....	.....
Flintshire	4 c	Guest	Amer. sh.	829	May 7	Olyphant & Co.	New York	.....
Formosa	8 h	Hyland	Brit. bge.	915	May 29	Arnhold, Karberg & Co.	.....	.....
Friedrick Perthes	7 c	Kayser	Ger. bge.	480	June 4	Siemssen & Co.	.....	.....
Gryfe	4 c	Roberts	Brit. sh.	1068	May 24	Vogel, Hagedorn & Co.	San Francisco	.....
Harriet N. Carlton	4 c	Markness	Amer. bge.	872	May 29	Russell & Co.	Honolulu	.....
Hannah Law	4 c	Greig	Brit. sh.	1299	April 28	Vogel, Hagedorn & Co.	New York	.....
Helena	3 c	snov	Amer. bge.	603	May 4	Arnhold, Karberg & Co.	Melbourne & Sydney	.....
Hieronymus	2 k	Koch	Brit. bg.	232	June 5	Landstein & Co.	.....	.....
Hieronymus	4 k	Biehl	Ger. bge.	425	May 24	Wieler & Co.	.....	.....
Highlander	4 c	Hutchinson	Amer. sh.	1352	May 13	Vogel, Hagedorn & Co.	New York	Sands' Slip
Hongkong	.....	Oom	Ger. 3m. sc.	208	May 20	Arnhold, Karberg & Co.	Foochow	.....
Iris	4 c	Rüter	Ger. bge.	506	May 18	Arnhold, Karberg & Co.	Haiphong	Cleared
Jacatra	2 c	Dirksen	Dut. bg.	337	May 23	Russell & Co.	.....	P. & O. Wharf
J. D. Peters	2 h	Lane	Amer. bge.	1035	June 9	P. & O. S. N. Co.	.....	.....
James Wilson	2 c	Prideaux	Brit. bge.	326	June 12	Adamson, Bell & Co.	.....	.....
Leicester	8 h	Caddy	Brit. sh.	1309	May 24	Order	.....	.....
Lizzie H.	3 c	Babson	Amer. bge.	896	June 6	Melchers & Co.	.....	.....
Loiters	8 h	.....	Amer. sch.	45	Aug. 13	Insurance Cos.	.....	.....
New Era	3 c	Sawyer	Brit. sh.	1060	April 26	Vogel, Hagedorn & Co.	New York	Cleared
Onaka	8 c	Lowe	Brit. bge.	527	June 13	Meyer & Co.	.....	.....
Palatine	3 c	Scroft	Brit. bge.	598	June 5	Melchers & Co.	.....	.....
Panola	3 k	Lunt	Am. 3m. sc.	597	June 4	Kin-tye-loong	.....	.....
Rbkt. Henderson	2 c	Gunn	Brit. bge.	558	June 9	Vogel, Hagedorn & Co.	.....	.....
Roderick Hay	4 k	Nicolson	Brit. bge.	290	June 3	Chinese	.....	.....
Rusina	3 k	Hansen	Am. 3m. sc.	406	Feb. 28	Arnhold, Karberg & Co.	.....	.....
Rotterdam	3 k	Dik	Dut. bge.	760	May 25	Melchers & Co.	.....	.....
Soerabaya Packet	3 c	Verdunn	Dut. bge.	462	June 3	Order	.....	.....
Stracathro	4 c	Miller	Brit. sh.	1159	May 18	Russell & Co.	San Francisco	.....
Thomas Lord	3 c	Hall	Amer. sh.	1316	April 12	Vogel, Hagedorn & Co.	New York	.....
Trevelan Family	3 k	Brown	Brit. sch.	198	June 9	Chinese	.....	.....
<b>WHAMPOA</b>								
A. E. Vidal	.....	Schreiker	Ger. bge.	420	June 8	Wieler & Co.	.....	.....
Bombay	.....	Smith	Brit. str.	749	May 9	P. & O. S. N. Co.	.....	.....
Victory	.....	Whiting	Brit. bg.	253	June 2	Chinese	Tientsin	.....
<b>CANTON</b>								
Amoy	.....	Drewes	Brit. str.	814	June 13	Siemssen & Co.	Shanghai	.....

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Charybdis	7 c	British	corvette	1506	17	400	April 5	T. E. Smith
Curlow	6 h	British	gun vessel	774	3	160	May 4	E. J. Church
Fai Hoo	6 c	Chinese	revenue cruiser	200	.....	.....	June 14	Cooker
Hai Chong Ching	6 h	Chinese	gunboat	.....	.....	.....	June 12	Wing Mou Cheong
Hart	Ab. D.	British	gun vessel	465	4	120	May 6	H. N. Hood
Juno	7 h	British	corvette	1462	8	400	May 15	A. H. Boldero
Loi Tay	2 c	Annamite	gunboat	1200	.....	.....	June 9	M. Letreire
Maggie	7 h	British	gun vessel	774	3	160	May 28	Charles Vernon Anson
Mesane	6 k	British	military hospital	2591	.....	.....	.....	.....
Modeste	6 c	British	corvette	1405	14	350	April 13	Alex. Buller, C.B.
Moorhen	Ab. D.	British	gunboat	420	4	60	May 28	John Hope
Patino	K. D.	Spanish	transport	1200	.....	.....	Feb. 23	Rapello
Victor Emanuel	6 c	British	Commodore's flag-ship	3087	2	.....	.....	Commodore Watson

HONGKONG, MACAO AND CANTON RIVER  
STEAMERS.

Name.	Tons.	Captain.	Owners.
Fame	117	Stopani	H. & W'poo Dock Co.
Pei Wan	.....	.....	Capt. Sands
Iohang	700	Martin	Butterfield and Swire
Ken Shan	457	Cary	H., C. & M. S.-boat Co.
Ken Kiang	617	Benning, T.	H., C. & M. S.-boat Co.
Linta	69	.....	Kwok Acheong
Powan	1800	Lefevre	H., C. & M. S.-boat Co.
Sada	37	.....	P. & O. S. N. Co.
Sir J. Jeejeebhoy	101	.....	Kwok Acheong
Spark	140	Hoyland	H., C. & M. S.-boat Co.
White Cloud	280	Benning, A.	H., C. & M. S.-boat Co.
Yotsal	180	Browne	Kwok Acheong

CHINESE GUN-VESSLS IN CANTON  
WATERS, &c.

Name.	Tons.	Guns.	H. P.	Commander.
An-lan	481	7	.....	J. Godall
Chen-jut	23	1	.....	E. F. Collins
Ching-po	150	.....	.....	Wan Lum Wan
Ching-sing	.....	.....	.....	E. Choy
Chun-hai	230	6	.....	.....
Peng-chou-hai	600	5	400	A. Fry
Quong-on	180	3	60	Li Ping Tye
Shen-chi	150	5	.....	H. Wade
Sui-ting	.....	.....	.....	Stewart
Tching-taing	150	6	60	Bassard
Tien-po	150	6	.....	C. De Longueville
Wing-po	600	3	150	Lam Man Wo

FOOCHOW SHIPPING IN PORT.

June 2, 1877.

MERCHANT STEAMERS.

*Ajax	for London
Bonarty	for London
Floure Castle	for London
Glenfinlas	for London
Han Kwang	for Shanghai
Killarney	for Colonies
*Nanoo	for Hongkong
Penguin	for London
Viking	for London

MERCHANT SAILING VESSELS.

E. O. Mutch	for Chefoo
Hadda	German barque
Wm. Manson	British barque
Woodlaha	for Shanghai

SHIPPING IN SHANGHAI HARBOUR.

June 9, 1877.

MERCHANT STEAMERS.

Amazona	French
Chilo-se	Chinese
Dragon	British
Fusiyama	Chinese
H. C. Orsted	Danish
Honan	Chi.-ese
*Kashgar	British
Kiang-wae	Chinese
Kiang-yuen	Chinese
Menzies	for London
Nanking	American
Packong	British
Prian	for London
Scindia	British

\* Since left port, or arrived at Hongkong.

MERCHANT STEAMERS.

Tahyew	Chinese
Ta-yen-fung	American
Teheran	British
Yungling	Chinese

MERCHANT SAILING VESSELS.

B. Aymer	American barque
Carrington	British barque
Charley	British barque
H. Bremer	German schooner
John Nicholson	British ship
Katie Flickinger	American barque
Thermopylae	British ship
Vesta	American brig
Windhover	for London

MEN-OF-WAR.

Kestrel	H. M. gunboat
Palos	U. S. gunboat
Sobel	Russian gunboat



What this morning (June 7th), and will leave for London same afternoon.

It is evident that some extensive subterranean disturbances have taken place within the last ten or twelve days. On Friday, the tide in Port Jackson rose several times nearly three feet in a few minutes, and as suddenly fell. A similar phenomenon occurred on the same day at Newcastle, New South Wales, and also on the coast of New Zealand. A telegram from Wellington states that on Saturday, a large steamer reported having encountered (probably on Friday) a heavy tidal wave. "Her stern dipped nearly under water, and she was drawn back into half-a-mile." A sharp earthquake was felt near Dunedin about the same time, and marine disturbances at the date of the telegram, it was stated, continued at Wellington and on the West Coast of New Zealand. We now learn by cablegram, dated Bombay, Sunday, that the small town of Iquique, in Peru, has been destroyed by an earthquake. —*Queenslander.*

#### Police Intelligence.

(Before the Hon. C. May.)

June 14, 1877.

#### TRAFFIC IN WOMEN.

Chun Sow Tai and Lo Ayn, married women, who were first charged on the 23rd May, with kidnapping one Wong Achee, from Toong-koon, with intent to sell her to Singapore, were again brought up. The evidence adduced proved that the defendant was a willing party in the transaction, as she came of her own accord here to get employment. The defendants were consequently discharged.

Mr Holmes appeared for the 2nd defendant.

#### LARCENY.

Chun Atak, a caulker, who was remanded yesterday on a charge of stealing some copper nails from on board the P.M.S.S. Co's steamer *Alaska*, now undergoing repairs at the Aberdeen Dock, was again brought up to-day. The charge was proved and the defendant was sent to one month's hard labour.

#### LEPERS.

The case against the nine lepers arrested at Aberdeen, came before the Magistrate again. The Inspector reported that the lepers had gone away in their own boats. The case was consequently discharged.

#### UNLAWFUL POSSESSION.

Ng Atack, a caulker, was brought up by P. O. Walter Ward under the following circumstances. The constable stated that about 11 p.m. yesterday he was on patrol duty, and passed the Aberdeen Dock Wall, when he heard something falling on the ground, apparently thrown from within the Dock. The constable placed himself in concealment, when he presently saw the defendant come out and look about the place as if in search of something. The constable therefore took him into custody. A packet containing about 8 lbs. of new sheathing nails tied up in a blue cotton cap such as that usually worn by cankers was found near the spot. On the defendant's person was found a new sheathing nail. There was night work going on at the Docks and the men did not leave till 11 p.m. Fined 25 or 3 months' hard labour.

#### OUTING TREES.

Tang Sun, a married woman, was caught in the act of cutting down a growing tree near the Battery at the Government offices. Fined \$2, and 50 cents awarded to the apprehending constable.

#### LARCENY.

Sung Ain, a seaman, was charged with having gone into a brothel at Yowmahtee and stolen \$4, a silk jacket and a pair of trousers from an inmate. Four months' hard labour.

#### ALLEGED LARCENY.

Chun Aloi, a coolie, was charged with stealing a quantity of Muntz Metal from the Aberdeen Dock. The complainant P. C. Hussein Bur, No. 637, stated that in consequence of instructions he went to watch near the Dock Wall. He concealed himself among the bushes; at 4.30 a.m. the defendant and another man went to remove the metal from outside. The constable took him into custody, and the alleged thief the other man had run away. Mr Wm. McLean, Chief Officer of the P. M. S. S. *Alaska*, proved that the steamer was being re-coopered at the Dock, and that nine pieces of Yellow Metal had been removed with the object of stealing them. Remanded till the 16th inst.

#### CORRESPONDENCE.

##### NIGHT PASSES.

To the Editor of the "CHINA MAIL."

Hongkong, June 14, 1877.

SIR,—It would be well for the opponents of the night pass system to take a wider view than any yet seem to have done, of the position generally. Allow me to give you a few ideas or two gathered from Chinese themselves. The night pass system is held in detestation by two large sections of these our fellow residents. The criminal class, and the smaller shopkeepers, but for very different reasons—the criminal class, a large one owing to local circumstances, object to passes as circumscribing their possible area of operation; and the small shopkeepers, because it is almost impossible for them to obtain for their use what their wealthier neighbours who are householders can readily procure. As an "Englishman" suggests, a modification in this direction would be a boon to a deserving class of honest subjects. But the third section, the wealthy and most respectable class of Chinese, look with much favour on a system which enables them to leave their dwellings in security after 9 p.m. and ensures them from molestation in the pursuit of those amusements and relaxations to which they are most inclined. They know that thus they enjoy a privilege which they could not have in a city like Canton, for instance, where streets and quarters are locked up at night, and all alike are kept in that roguery may be kept out. The Chinese man is too practical to seek the removal of a sentimental grievance at the expense of his peace of mind. Of course security could be attained in other ways, as for instance by largely increasing our Police force, especially the European portion, but this would be far from agreeable to the average rate-payer. Let the Chinese property-holders of the Colony be quietly canvassed for their opinion, and it will be found all but unanimous in favour of the

#### NIGHT PASSES.

#### China.

##### SHANGHAI.

##### (News.)

The steamer *Radnorshire*, from Hankow, sailed from Woosung yesterday (June 6th). The clipper ship *Cutty Sark* is now anchored at Woosung, having been towed from Hankow by the *Kiang yuen*. The race between her and the *John L. Worcester* ought to be a good one—a repetition of what used to take place in the good old times.

From Wincow we have the curious intelligence that the missing *lorcha Mandarin* has been at last discovered, disguised as a Chinese junk. Mr. O. Schmidt, a pilot, while on his way to the pilot ground, saw a boat that he at once recognized as the missing *lorcha Mandarin*. He accordingly went to H.B.M.'s Consul and reported the matter, and steps were at once taken to have the crew arrested and the vessel detained, which was accomplished very readily with the assistance of some of the Chinese officials, so that there is at last a prospect of this long-standing act of piracy and murder being brought to a close. What the end will be, or what address the owners will get, remains to be seen.

The *Gleaner* has run to Singapore in 7 days 19 hours—the quickest time she has made, and only half-an-hour over that of the *London Castle*.

When it was notified that *lebin* would no longer be collected within the area of the Foreign Settlements, the native merchants residing in the City and Suburbs claimed exemption also, declaring that they would remove into the Settlement if it were not granted. The late Tao-tai, Feng, yielded, and the outside hong have since enjoyed the same immunity from *lebin* as those within the Settlements. The new Tao-tai, however, seems to take a different view, and has issued a proclamation to the effect that the *lebin* at all costs; and within the last few days, the following warrant has been issued against certain of the principal dealers in cotton goods in the City and Namtow suburb:—

A warrant to apprehend, issued by Mr. Cheong of Shanghai.—Whereas a proclamation has been received from the Tax Office, to the effect that the *Se-tah* and *Shun-tai* hong, in the City, and *Fu-yuen* and others outside the Great East Gate, have not only failed to conform to regulations regarding the payment of taxes, but have combined with their fellow-traders outside the Foreign Concessions to tramp up excuses for culpably resisting the action of the law; and requesting that the recalcitrant parties be apprehended and called to account,—it behoves the Cheong to issue orders for apprehension. The constables on duty are, therefore, commanded to act in concert, and to at once arrest the individuals implicated, giving the names also of the principals of the hong mentioned, that they may be sent in custody to the Tax Office to pay their dues. No compliance or delay will be suffered.

A Special Warrant.—21st of 4th Moon.—It will be observed that no mention is made of foreign cloth as the article to be taxed; and the document is so framed that an ordinary reader might suppose only native cloth was to be the subject of the seizure; but the Chinese interested say this omission is intentional, in order that this seizure shall have no pretext for interfering with the sale of foreign goods, really aimed at. The notice has been addressed, to the effect of the principal dealers in Foreign cloth (hong), in fact, that have very little to do with native manufactures, and they seem to understand its drift, and fully expect they will be made to pay up, not only in the future but for past exemption. If their fears are realized, they are said to contemplate putting their former threat in execution—viz., migrating to the Settlements.

Yesterday (June 6th) at the U.S. Consulate-General, before C. B. Bradford, Esq., Consul-General, a man named E. W. Blackwood, a resident at Woosung, and well known to the neighbourhood, was charged with an assault on a respectable Chinese married woman, wife of an employe on the Railway; also with using threatening language towards Mr. Edwards, station-master at the Bar and further with obstructing and violently assaulting Mr. R. Phoenix, U.S. Marshal, while endeavouring to arrest him on a warrant, on Tuesday, for the previous offence. A charge of defrauding the Railway Company, by riding in a second-class carriage, he having only paid third-class fare, was passed over. For the assault and threatening language, the prisoner was sentenced to sixty days' hard labour; and for the assault on Mr. Phoenix, to thirty days' imprisonment on bread and water, to commence at the termination of the hard labour. On the 6th of June last year, the very date on which he was now brought up, prisoner was charged with assaulting another Chinese woman, named, and bound over to keep the peace for twelve months.

We hear that the opposition between the rival companies on the Yangtze is growing keener. It is said that the freight is being taken at a rate per ton with 10 per cent. discount allowed, and that native passengers are travelling to Hankow for 45¢.

The cargoes of the first six steamers from Hankow amounted to 11,449,107 lbs. The *Shanghai* took 2,838,387 lbs. the *V. R. Worcester* 1,159,301 lbs., and the *Radnorshire* 2,044,875 lbs., bringing up the total to 17,041,710 lbs. The cargo of the *Cutty Sark* has not yet been given in the Customs returns.

#### THE INSURRECTION IN JAPAN.

(Tokio Times, June 2nd.)

Respecting affairs at the southeast, we have a variety of reports, most of which point to the near approach of important events, although no sections of real significance are yet recorded. National troops are marching from the congested positions in Biogo, with the purpose of closing in upon the rebels in Satsuma, Hiogo, and Osumi. We are informed upon good authority that the advance guard of the Imperialists have established themselves within one of the towns of Biyoshi in Hiogo, near the boundary line of Satsuma, generally understood to be the present head quarters of Saigo. From Kagoshima we publish some interesting details, supplied by a correspondent who has had opportunity of closely examining the situation. It will be seen he anticipated that the final struggle will take place in the neighbourhood of that city. A rumor has obtained currency that foreign steamers have succeeded in carrying supplies and ammunition into Kinsu for the use of the insurgents. The Emperor remains at Kioto. Application has been made by the government of Germany for permission to survey certain Japanese waters. The Japanese government has announced an intention to abolish the

whereas the foreign community of that place is heavy with discontent. The *Nichi Nichi Shinbun* gives, as authentic, the following statement of casualties on the Imperial side during the insurrection: Killed in battle, 2,136; died in hospitals, 824; wounded, 8,762. The number now in the hospitals is 5,694; 203 have recovered.

(Cosmopolitan Press, May 30th.)

In anticipation of an expected rising the Government have despatched 6,000 troops to Tosa. The most eventful feature of the week is Marshal Saigo's retreat on Friday to Hinga. No pitched battle has been fought. The insurgents appear to be laying a trap, and Saigo's manoeuvring is very suspicious. On Monday he disappeared with a large force since from Kamosato, but no fighting took place. Kagoshima is really the only place where a shot has been fired since our last impression. Heavy skirmishing goes on daily. The Imperialists occupy the centre of what was the town, and are lined on the right and left by rebel fortifications on a zigzag formation, from which the Satsuma sharpshooters pick off a large number. On Sunday however they came out in force and attacked the government position on both sides, but were beaten back with a loss of 250 men. On Monday all was quiet.

#### BATAL FRACAS BETWEEN GERMAN AND FRENCH SAILORS AT YOKOHAMA.

(Japan Gazette.)

Recent conflicts in this port between men-of-war of different nationalities, which perhaps are only remarkable in that they are more extensive and have been attended with more serious results than others which have preceded them, should impress upon the minds of the various communities the importance, if not of restraining the leave of their men, at least of making to some mutual arrangements which shall prevent the coming ashore simultaneously of crews which are likely to quarrel. By an unfortunate coincidence, a large number of the men of the German corvette *Elisabeth* were given leave yesterday afternoon (June 6th) at a time when a very limited number of the French corvette *Atalante*'s crew were also ashore. The result was, as will be seen below, a collision, in which the Frenchmen were attacked, outnumbered, one of them being killed on the spot, and the other so grievously wounded, that it even he be not already dead, no human possibility exists of his recovery. To say that these men were murdered is certainly not too strong a phrase to employ; but to infer, as we regret to see has been inferred in this morning's *Echo*, that the slaughter of them and their shipmates was devised in a premeditated and organized scheme of butchery is going a long way too far. The facts of the conflict, and the death of the two unfortunate victims, are sufficiently deplorable. There is no occasion to add to their horror by an implication of motives which there is *prima facie* evidence could not have existed. It is sufficient that a quarrel had taken place in the vicinity of the *Atalante* and the *Elisabeth* the day previously between French and German sailors; that the former had given their assailants from the field, and that on the following day a large body of Germans, happening most unfortunately to fall in with comparatively very few Frenchmen, fell upon them and put them to flight, and stabbed them to death. The fact of so much blood being shed, the fact of so many of the *Elisabeth*'s men being ashore is thus simply accounted for. The corvette was intended to sail for Nagasaki yesterday morning; but was detained through the German Minister, Mr. von Elsendeher, who, who was to take passage in her, having business in connection with the American mail, which would not permit of his departure before to-morrow morning, till which time accordingly the sailing of the vessel was postponed. Leave was given to as many of the men as could be spared previous to the vessel's leaving. We are informed on good authority that that leave would not have been given had the officers of the vessel been aware that any of the *Atalante*'s men were on liberty. It is more justice to say that the most sincere sorrow is felt by the German Consul, the German members of the foreign community, and the captain and officers of the *Atalante* for the calamity, into the most rigid enquiry is now being to bring both those guilty of causing the strife and those who slew the Frenchmen to justice. And when justice is done, the duty of the commanders of war vessels of the foreign nationalities will be to arrange the simple means of preventing the future possibility of such disastrous, murderous conflicts. There are seven days in each week, and thirty more or less in each month, and an arrangement is quite possible which will prevent men of vessels who are likely to quarrel and fight when on shore together from having leave on the same day. The following is a plain statement of the events of last night:—

Last evening a fatal affray took place between some German and French men-of-war's men at Taka-himecho. It appears that on Sunday evening a free fight took place between some of the *Atalante*'s (French) and *Elisabeth*'s (German) men; and the former being more numerous than the latter got the best of the fight and caused the Germans to decamp from the neighbourhood. Yesterday afternoon a few Frenchmen from the *Atalante* had liberty on shore; and in the evening about one hundred and twenty Germans from the *Elisabeth* were also allowed leave. Doubtless they felt rather sore at the reception the Frenchmen had met at the hands of the Frenchmen on Sunday night, for the majority of them deliberately marched to the scene of the previous affray. Near the railway crossing is a Japanese hotel kept by one Fukuya. Upstairs were nine Frenchmen regaling themselves, when about forty Germans rushed into the house, and upstairs, and instantly attacked the nine Frenchmen. Some of these made for the open windows, and sprang on to the ledge of the roof of the lower story, while others were successively pitched out of the room by means of salt and had as many bottles, full and empty, sent after them as their assailants could lay hands on. The fugitives ran along the street with a crowd of Germans after them, and succeeded in getting away, but two of their number only having escaped half-past six o'clock. Two hours later, three Frenchmen who had been known, whatever of the collision, were quietly wending their way towards Taka-himecho, and had reached the railway crossing, when they met a large number of Germans

These men were excited by what had already taken place, and as soon as they perceived the Frenchmen, gave chase. One of the three, thinking, most probably, to double on his pursuers, ran down a narrow passage between two houses, but after running a few yards he found that his pursuers were upon him, and a knife was plunged into his heart. With a wild shriek he fell to the ground, dead. He also received a third man succeeded in making his escape, though man succeeded in making his escape, and about one o'clock an armed detachment arrived on shore from the *Atalante*, and took them to the hospital. This morning took place an examination of the body of the dead man was made before the French Consul, when reports from constables Hasel and Toms were handed in.

During the pursuit of the Frenchmen by their assailants, some petty officers of the *Elisabeth* exerted themselves to the utmost to bring their men to order, hearing, it is said, some of the most refractory so violently as effectually to prevent their doing further mischief for a time. To these petty officers one French sailor, a handman, was believed to have been over the charge, and four other German sailors of known good character, who were held responsible for his safety, and took him out of the scene of danger. As said above, an enquiry is being held on board the *Elisabeth*. We have just heard, on the authority of the German Consul, that the departure of that vessel is postponed in consequence. Admiral Varon does not appear, however, to have made a demand which was to say the least unnecessary; namely, that she should be detained.

#### LATE AUSTRALIAN ITEMS.

(Queenslander.)

##### COOKTOWNS.

May 11.—Disturbance amongst the Chinese is increasing. Robberies of tents and of specimens from heaps of quartz are frequent, and fears are entertained of violence.

May 12.—It is reported that a Chinaman tried to make off with the mailman's horses beyond Beyerstown, near the scene of the late murder.

May 14.—The French steamer *Gunga* left Hongkong on the 10th inst., for Cooktown, going on to Sydney first to get through quarantine.

The *Leichhardt*, a, took 9823 ounces of gold.

May 15.—The steamer of the E. and A. Co.'s steamship *Bowen* was fired to-day for smuggling potatoes on her previous trip. The *Bowen* leaves for Hongkong to-night, with 200 Chinese and 1400 ounces of gold.

It is reported that the *Thales*, steamer, hence to Hongkong, struck on M reef, and proceeded on to Somerset for repairs.

May 11.—The tide rose several times to-day nearly three feet in a few minutes, and as suddenly fell. The same phenomenon is reported from Newcastle and New Zealand.

The wrecked crew of the *Morning Star*, having been found on Cabbage Tree Island, having been without provisions since May 1.

The holders of breadstuffs are very firm. Flour quoted from £19 to £20 per ton.

May 12.—There has been a strong southerly gale blowing to-day, accompanied by heavy rain squalls. The various amusements and the review of the Volunteers by Colonel Sir W. F. D. Jervois were in consequence postponed.

May 14.—Robson, master of the Channel Lightship, was missed this morning from the vessel, and is supposed to have fallen overboard.

The barque *Paimena*, bound from China to Melbourne, with rice, put in here to-day, having struck on Indispensable Reef, to the northward. The crew were kept pumping about twenty-eight days.

May 15.—Advice from New Zealand reports the prevalence of a terrific hurricane, the Navigation and Friendly Islands, which destroyed or damaged plantations, over 1000 houses, and sixteen churches. The *May Queen*, schooner, with her crew, and also 3000 ounces of gold on freight, was wrecked.

Mr. D. Mayne, of the *Bathurst Sentinel*, has been committed for trial on a charge of libel on Mr. B. Lee, the Police Magistrate.

May 16.—The Great Victoria Gold Mining Company, Adelphi, has received the Government reward of £1000 for the discovery of payable gold at a depth of 800 feet.

Best brands of Adelaide flour are changing hands at £20 per ton. Holders of wheat are asking 8s. 6d. per bushel, but no sales are reported.

#### MELBOURNE.

May 15.—Several vessels from London are now overdue. The *Cairo* is one hundred and eighty days out from the Channel, and fears are entertained as to her safety.

#### NEW ZEALAND.

Wellington, May 15.—A large steamer, while crossing Cook's Strait, yesterday encountered a heavy tidal wave. Her stern dipped nearly under water, and she was drawn back half-a-mile.

Marine disturbances continue here and on the West Coast.

Wellington, May 17.—The *Albatross*, barque, reports the total wreck of the *Oceanic*, ship, on Chatham Island, on March 15, with a cargo principally of wool, valued at £70,000. The crew and passengers were saved.

#### OPENING OF THE QUEENSLAND PARLIAMENT.

H. E. Sir Arthur Kennedy opened Parliament at Brisbane on 18th May, to which occasion the Legislative Council Chamber and galleries were crowded. There were a large number of ladies, including Miss Kennedy, Lady O'Connell (wife of the President of the Council), and Miss Banks.

Sir Arthur was accompanied by Capt. O'Callaghan.

In his opening speech, Sir Arthur Kennedy thus alluded to the Chinese Question, Quarantine, Polynesian Labourers, and Colonial Defence:—

The progress of settlement, and the growing interference between the

Australians, have been the means of attracting numbers of Chinese to the Northern Goldfields. My Ministers consider that it is necessary to watch this immigration very closely, and to provide against the evils which are likely to arise from the presence among us of a large migratory Asiatic population. Smallpox has on several occasions made its appearance in passenger ships arriving from Hongkong, and it has been deemed expedient to place in quarantine all ships and passengers arriving from that colony, or any port in the Empire of China.

The occupation of a portion of this territory by an alien race, and the possible introduction of diseases hitherto unknown here, are matters of the most vital importance, not only to this community, but to the whole of Australia. My Ministers have already invited the attention of the neighboring Governments to this subject, and they have instructed the Agent-General in the United Kingdom to make the most earnest representations to Her Majesty's Government on this serious question, to which your attention also will shortly be invited.

The introduction of Polynesian Labourers, originally authorized for the encouragement of the growth of sugar and cotton in the coast districts, has led to their employment for other purposes. As there appeared to be sufficient reasons for limiting the objects of these immigrants to the objects originally contemplated by the Polynesian Labourers Act, my Ministers decided that these persons only who require this kind of labor for tropical or semi-tropical agriculture. A bill will be introduced to give effect to this regulation, as well as for other purposes connected with the introduction and employment of these Islanders.

I have no reason to apprehend that the outbreak of war in Europe will seriously affect the Australasian dependencies of the British Empire. But having regard to the disturbed state of Europe, my Ministers thought it expedient to unite with the other Australian colonies, in a request to Her Majesty's Government to send competent officers to report and advise upon the defenses of our coasts. These officers have already arrived and have begun their inquiries, which cannot fail to be beneficial to us, although, I trust, it may be long before we are called upon to defend ourselves from an invading force. The law relating to volunteers, upon whom, in such an event, the principal burden of defence would fall, is admittedly in an unsatisfactory state. Your attention will be invited to this matter, and a bill calculated to improve the law, and to place the Volunteer force upon a better footing will be laid before you.

In the debate which followed the Governor's Speech in both Houses, the following sentences, found interspersed, throughout the report, will show the feeling which prevails in the Colony:—

Mr O'Doherty commended the action taken by the Government in reference to the Chinese regulations. He considered that the introduction of the Polynesians had been of great advantage to the country, as having been the means of developing the sugar industry, forming to a certain extent a protection to it, but the bill mentioned would no doubt only be intended to extend to towns.

Mr Gregory said:—With respect to legislation on the Chinese question, he trusted that it would be conducted on constitutional grounds, and he would be sorry to see a measure introduced that would materially deprive the colony of the advantage of a class of labor capable of working to advantage in an intertropical climate where Europeans were unable to work.

Mr Hookings, in the Assembly:—The influx of Chinese to our shores demanded the serious attention of the House, and he was himself convinced that it was most undesirable that these people should be allowed to come into open competition with our own countrymen in all the avenues of profitable trade. However estimable some of them might be in regard to education, morals, sobriety, and industry, the Chinese race could never blend as the Europeans had done for the formation of an Australian people; and on these and other grounds he considered their presence here in large numbers as highly objectionable.

Mr Kidgell thought all members would agree with the Speech on the subject of the Chinese and Polynesian difficulties, and that the time had arrived when stringent measures should be adopted in reference to this immigration. It was no doubt a difficult subject to deal with, but when they had fuller light on the subject it would be the duty of the House to give their best support to any measure which would tend to the restriction of this undesirable class of immigration.

Mr Palmer, however, looked upon the reference in the Speech to the Chinese question as the parent clapnet, put forward by the hon. member for Maryborough particularly to obtain popularity. Then the smallpox was brought in as a scare. He would like to know whether the Premier was aware that smallpox had been introduced into the colonies from other places than China. It had been introduced by vessels arriving from the United Kingdom—why not stop immigration from there? If they wanted to stop Chinese immigration, they would have to take other means than quarantining them. And while on this subject, he should like to know whether—as he had been informed was the case—the quarantine laws had been broken in the case of the passengers on the *Kato*. Was it ever certified to the Acting Governor, or the authority of the Health Officer, that the vessel was fit to be admitted to practice? A proclamation was issued to that effect, but (Mr Palmer) had very good authority for saying that the Health Officer said nothing of the sort.

Mr Denham considered that the subject of this influx of Chinese was of the utmost importance. The colony had practically to deal with an invasion of a foreign people, and the fundamental groundwork of our civilization was seriously menaced by the present aspect of affairs in the north. The hon. member might hold opinions at variance with those of the Ministry as to the best means of dealing with the evil, but it was not conscious of the magnitude of the evil he was unworthy of position he held.

Mr McIlraith said he saw in the Speech delivered by the Governor, and also in the address of the hon. the Premier to his constituents, a tendency to raise difficulties and then to stave them off. The Chinese question was of great importance, and deservedly occupied a prominent position in the Address. But it was put off with the words "My Ministers consider it necessary to watch this immigration very closely, and

to provide against the evils which are likely to arise from the presence among us of a large migratory Asiatic population." What he believed all classes of the community wanted was a remedy for these evils. If the difficulty under which we were laboring in connection with this subject were clearly pointed out, he did not think there was any question upon which the Government could appeal to the home authority with more confidence in their wishes being complied with than this.

Mr Macrossan said he believed that, had the Goldfields Act Amendment Bill become law, it would have been quite ineffective in preventing the influx of Chinese that had taken place. The clauses which he introduced had been taken out of the bill in the Upper House, so that they were not the cause of the measure not having become law, as had been stated. These clauses were, in fact, the only ones that would have operated in preventing the evil sought to be remedied. The only plan that would prove successful was to prevent the Chinese going on to the goldfields altogether. The Government, he maintained, had at the present time the power to do this, but supposing this was not the case, the Chinese were aliens, enjoying privileges not reciprocated as far as mining was concerned; and if the matter was fairly represented to the home Government, there would be no objection to a measure preventing aliens from mining in the colonies. Such a measure would not injure other aliens, as they could be easily naturalized. The reply to the Address, which was quite formal, was adopted.

#### THE CHINESE IN QUEENSLAND.

(Queenslander.)

The Chinese difficulty is a pressing one, and has been accorded first place in the Speech. While the Chinese in the colony were few in number, and confined their attention to growing vegetables, their presence was tolerated, and even regarded with favor by the general community. But the extensive Chinese immigration which has during the last three years set in upon our Northern goldfields cannot be viewed without some feeling of apprehension of danger to the future welfare of the colony. The Palmer goldfield has now an estimated population of 18,000, of which the Chinese number 16,000, and the Europeans 1000. The former are, in fact, as alien races in every sense of the word. They mine and trade among themselves to a large extent independent of business connections with Europeans, and they contribute little to the public revenue. An Act was passed by the Colonial Parliament last session requiring Chinese miners and traders on our goldfields to pay higher license fees than are demanded of Europeans, but the bill has been disallowed by the Home Government. The necessity of some check being put upon this immigration from Hongkong is, however, more urgent now than it was last year, and Ministers have considered it necessary to watch this Chinese immigration very closely, and to provide against the evils which are likely to arise from the presence among us of a large migratory Asiatic population. Smallpox has on several occasions made its appearance in passenger ships arriving from Hongkong, and it has been deemed expedient to compel all ships arriving from ports of China to perform a certain days' quarantine. This is some protection against the introduction of disease, and may also prove a check to Chinese immigration, but further measures are in contemplation. What the nature of these measures may be we are not informed, but a bill dealing with the subject is promised, and meanwhile Ministers have invited the attention of neighboring Governments to the subject, as one of importance to all the colonies of Australasia, and have instructed the Agent-General of this colony in London to make the most earnest representations to her Majesty's Government on this serious question.

#### Quotations.

Hongkong, June 14, 1877.

Opium.—New Patna, cash, \$570

" Old Patna, cash, 565

" New Benares, cash, 645

" Old Benares, cash, 655

" New Malwa, cash, 675

" Allowance Taels, 12 a 24

" Old Malwa, cash, 685

" Allowance Taels, 24 a 48

CAMPOR, ... .. 10.25 a 18.50

QUICKSILVER, ... .. 60.00 a 61.50

SALPETER, ... .. 7.10 a 7.75

#### Exchange.

Bank on demand, ... .. 8/11 1/2

" 30 days' sight, ... .. 4/0 1/2

" 6 months' sight, ... .. 4/0 3/4

Credits, ... .. 4/1

Documentary, 6 months' sight, ... .. 4/1 1/2

Bombay, demand Rupees, ... .. 232 a 232 1/2



## Mails.



**STEAM FOR**  
Singapore, Penang, Point de Galle,  
Aden, Suez, Malta, Marseilles,  
and Southampton,  
and  
Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
KASHGAR, Captain BAKER, will leave  
this on SATURDAY, the 16th June, at  
Noon.

For further Particulars, apply to  
A. LIND, Superintendent,  
Hongkong, June 4, 1877.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer ALASKA,  
will be despatched for San Francisco,  
via Yokohama, on MONDAY, the 18th  
June, 1877, at 3 p.m., taking Passengers,  
and Freight, for Japan, the United States,  
and Europe.

Through Passenger Tickets and Bills  
of Lading are issued for transportation to  
Yokohama and other Japan Ports, to San  
Francisco, to ports in Mexico, Central and  
South America, and to New York and  
Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bussan S. S. Com-  
pany will leave Shanghai via the Inland Sea  
Route, about June 15th, and make close  
connection at Yokohama.

At New York, Passengers have selection  
of various lines of Steamers to England,  
France and Germany.

Freight will be received on board until  
4 p.m., 17th June. Parcel Packages  
will be received at the office until 5 p.m.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For security's sake, Shippers of Overland  
Cargo are requested to endorse on the  
Envelope the Marks and Nos. of Packages  
Shipped, to correspond with those in their  
Bills of Lading.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 1, Praya Central.

RUSSELL & Co., Agents.

Hongkong, June 11, 1877.

Occidental & Oriental Steam-  
Ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL

AND  
UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES

AND  
ATLANTIC STEAMERS.

THE S. S. "BELGIC" will be de-  
spatched for San Francisco via Yokohama,  
on TUESDAY, the 19th June, at  
3 p.m., taking Cargo and Passengers for  
Japan, the United States and Europe.

Connection is made at Yokohama, with  
Steamers from Shanghai.

Freight will be received on Board until  
4 p.m. of the 18th Proximo. PARCEL  
PACKAGES will be received at the Office  
until 5 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

Return Passage Tickets available for 6  
months are issued at a reduction of 20 per  
cent. on regular rates.

For further information as to Freight  
of Passage, apply to the Agency of the  
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, May 31, 1877.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE, ADEN, SUEZ,  
ISMAILIA, PORT SAID, NAPLES,  
AND MARSAILLES;

AND  
PONDICHERY, MADRAS, AND  
CALCUTTA.

ON SATURDAY, the 23rd June,  
1877, at Noon, the Company's S. S.  
"MAZONE," Commandant MONTENANT,  
with MALES, PASSENGERS, SPECIE,  
and CARGO, will leave this Port for the  
above places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and  
accepted in transit through Marseilles for  
the principal places of Europe.

Shipping orders will be granted till noon,  
Cargo will be received on board until  
4 p.m., Specie and Parcels until 3 p.m.  
on the 22nd June, 1877. (Parcels are  
not to be sent on board; they must be left  
at the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

H. DU FOURVY,

Hongkong, June 9, 1877.

## Insurances.

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of  
China and Japan, and at Singapore,  
Batavia and Penang.

Risks accepted, and Policies of Insurance  
granted at the rates of Premium current at  
the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHTRIE,

Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE  
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Coals in Matabeds, on Goods on board  
Vessels and on Hulls of Vessels in Har-  
bour, at the usual Terms and Conditions.  
Proposals for Life Insurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to \$1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
ARNHOLD, KARBURG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1867.

## ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above  
Company, are prepared to grant In-  
surances at current rates.

MELCHERS & Co.,

Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY.  
(LIMITED.)

NOTICE.

POLICIES granted at current rates on  
Marine Risks to all parts of the World.  
In accordance with the Company's Articles  
of Association, Two Thirds of the Profits  
are distributed annually to Contributors,  
whether Shareholders or not, in proportion  
to the net amount of Premiums contributed  
by each, the remaining third being carried  
to Reserve Fund.

OLYPLANT & Co.,

General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE  
COMPANY.

THE Undersigned are prepared to grant  
Policies against FIRE to the extent of  
\$45,000 on Buildings, or on Goods stored  
therein, at current local rates, subject to a  
Discount of 20% on the Premium.

NORTON & Co.,

Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

Incorporated by Royal Charter and  
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong  
for the above Company, are prepared to  
grant Policies against FIRE, to the extent  
of \$10,000 on any Building, or on  
Merchandise in the same, at the  
usual Rates, subject to a discount of 20  
per cent.

GILMAN & Co.,

Agents.

Hongkong, July 6, 1875.

## THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER

of  
His Majesty King George The First,  
A. D. 1720.

THE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either  
here, in London or at the principal Ports  
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at  
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE  
COMPANY.

THE Undersigned Agents are in receipt  
of Instructions from the Board of  
Directors authorizing them to issue Policies  
to the extent of £10,000 on any one first  
class risk, or to the extent of £15,000 on  
adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 8, 1875.

MANCHESTER FIRE ASSURANCE  
COMPANY OF MANCHESTER  
AND LONDON.

THE Undersigned have been appointed  
Agents for the above Company at  
Hongkong, Canton, Poochow, Shanghai  
and Hankow, and are prepared to grant  
Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1869.

## Insurances.

THE ON TAI INSURANCE COM-  
PANY, LIMITED.

CAPITAL TAI 400,000, EQUAL TO  
\$500,000.

Directors.

LEE SING, of the Yee Hing Firm.

CHAN SHUNG LAY, of the Lai Yuen Firm.

WONG YIK FUN, of the Chun Cheong Wing  
Firm.

LOO YEE, of the Yee On Firm.

FONG SORR FUNG, of the Tung Sang Wo  
Firm.

WONG PAK ONG, of the San Tye Lee  
Firm.

PUN PONG, of the Wy Sing Firm.

Manager—HO AMEL.

MARINE RISKS on Goods, etc., taken  
at CURRENT RATES to AUSTRALIA,  
CALIFORNIA, MANILA, SINGAPORE, SAIGON,  
PENANG, and to all the TREATY PORTS of  
China and Japan.

HEAD OFFICE, 48, Bonham Street,  
Hongkong, June 1, 1877.

## Intimations.

## NOW READY.

THE HISTORY OF THE BUDDHISM OF  
NATURAL SCIENCE IN CHINA. By Dr.  
E. J. EYRE. One Volume. 8vo. Price,  
\$1.50.

BUDDHISM, ITS HISTORY, THEORY AND  
PRACTICE. In three Lectures.  
By Dr. E. J. EYRE. Second Edition. One  
Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane,  
Orford & Co.

Hongkong, July 31, 1872.

## K WONG HING CHEUNG &amp; Co.,

COAL MERCHANTS.

Have always on hand for Sale every  
description of COAL at Moderate Prices.

Mr. ARROW has been appointed Manager,  
and all Orders addressed to him at 57,  
Praya, or to Mr. FAY JACK, at 30, Hing  
Lung Street, will receive immediate atten-  
tion.

Hongkong, March 19, 1877.

## NEWS FOR HOME.

## The Overland China Mail.

(The Official Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE

IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely  
printed matter.

THIS Mail Summary is compiled from  
the Daily China Mail, is published  
twice a week on the morning of the  
English Mail's departure, and is a re-  
cord of each fortnight's current history  
of events in China and Japan, con-  
tributed in original reports and collected  
from the journals published at the various  
ports in those Countries.

It contains Shipping news from Shanghai,  
Hongkong, Canton, &c., and a complete  
Commercial Summary.

Subscription, 50 cents per Copy (postage  
paid 50 cents.) \$12 per annum (postage  
paid \$13.50.)

Orders should be sent to GEO. MURRAY  
BAIN, China Mail Office, 2, Wyndham  
Street, not later than the evening before the  
departure of the English Mail Steamer.

Terms of Advertising, same as in Daily  
China Mail.

## Now Ready.

## "THE CHINA REVIEW,"

No. 5, Vol. V.

Annual Subscription, Six Dollars and  
a Half.

CONTENTS.

Chinese Natural Theology.

Notes on Chinese Grammar.

Deer-Stalking in China. (Concluded from  
page 224.)

Chinese Etymology, with a List of Prim-  
itives and Key to Shwo-Wen.

Brief Sketches from the Life of K'ung-tung.

On the Twenty-eight Constellations.

Short Notices of New Books and Literary  
Intelligence.

Collectanea Bibliographica.

Notes and Queries.

The "King Kiao" or Nestorian Religion.

Tomb-Stone Notation in China.

Bats a Delicacy.

Domestic Tortoise.

Do.

Esop's Fables in Sanskrit and Chinese.

Books Wanted, Exchanges, &c.

China Mail Office,

Hongkong, May 12, 1877.

## NOTICE.

## THE CHINESE MAIL.

FROM and after the Chinese New Year's  
day (February 17, 1874) the Chinese  
Mail will be issued DAILY instead of  
weekly as heretofore. No change, how-  
ever, will be made in the price of subscrip-  
tion, which will remain at \$4 per annum.

The charges for advertisements are now  
assimilated to those of the China Mail.  
The annual process, which has attended  
the Chinese Mail makes it an admirable  
medium for advertisements.

The Conductors guarantee an even  
circulation of one thousand copies. It is  
already the most influential native journal  
published, and enjoys considerable prestige  
at the Ports of China and Japan, and at  
Singapore, Penang, Calcutta, San Fran-  
cisco and Australia.

For terms, &c., address

MA CHUN AYIN,

Manager.

China Mail Office,

11th February, 1874.

## Intimations.

## THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has  
been very much extended. The fol-  
lowing are some of its Agents:—

Macao.—Man Chuen Shop.

Canton.—Sing Chuen Native Post Office,

Loan Hing Street; Chui Hing Low Hotel,

Loan Hing Street; Kwong Tin Fat Shop, Yan

Tai Street; Mr. Sit Chuen Fan, Tung Wen

Kwan; Yuen Fong Shop, in front of the

Provincial Treasurer's Yamen; Chow Yuen

Shop, Small Market Street, New City; Yee

Cheung Photograph Shop, Honam; Kwai

Heng Shop, Sin Chong, Honam.

Singapore.—Sui Cheong Hong; Woh Shin

Loong Hong.

Amoy.—Chun Cheong Hong, Mook Kik

Street.

Poochow.—Mr. Yi Ching Cheong, Foo

chow Arsenal; Mr. Lum Kwok Ching, Mar-  
time Customs.

Shanghai.—Mr. Ng Ching Shun, Mar-  
time Customs; Mr. Ho Yue Chuen, Mar-  
time Customs; Mr. Chun Sing Hoi, Messrs

Jardine, Matheson & Co.; Mr. Kwong

Chuen Fook, Educational Mission School;

and Mow Sing Sang Kee shop.

Ningpo.—Mr. Sung Min Chee, Maritime

Customs.

Hankow.—Yee Hing Hong.

Chefoo.—Yee Shun Hong.

Japan.—Mr. Leong Chun Tong, Muni-  
cipal Office, Yokohama.

Saigon.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong

Fook Sang Hong.

Penang.—Yow Wing Fong; Argus Office.

San Francisco.—Kwong Fong Tai Hong.

The above are some of the Agents;

others will be published, when they are

arranged for. Negotiations are in progress

with the express companies who carry the

official despatches and Peking Gazette, to

circulate the Chinese Mail in the interior of  
China.

Hongkong, March 10, 1874.

## AH YON,

## SHIPS' COMPRADORE AND

## STEVEDORE,

No. 57, Praya West.

SHIPPING SUPPLIES WITH ALL KINDS OF  
COAL, WATER, BALLAST, FRESH  
PROVISIONS & OILMAN'S  
STORES.

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

## NOTICES OF FIRMS.

## NOTICE.

MR. WILHELM CARL ENGEL-  
BRECHT VON PUSTAU, Junior,  
and MR. CONRAD MUNROE DONNER,  
have been admitted Partners in our Firm  
from the First of January, 1877.

WM. PUSTAU & Co.,

Hongkong, Canton, Shanghai.

Hongkong, April 18, 1877.

## NOTICE.

MR. EDWARD BURNETT will Conduct the  
BUSINESS of my OFFICE, during my  
Temporary Absence from the Colony.

R. H. CAIRNS,

Surveyor to Local Office,  
and Lloyd's Register of Shipping.

2, Club Chambers,  
Hongkong, March 17, 1877.

## NOTICE.

FROM This Date MR. EDWARD